Australian Government
Civil Aviation Safety Authority



Stay OnTrack:

FLYING THE ADELAIDE REGION

Procedures
Ground operations
Hotspots
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Tracking points

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This guide is an aid for VFR pilots to use when flying into, out of and around the Adelaide region. It is designed to help you in planning and conducting your flight.

The guide was developed with the assistance of operators in the Adelaide region.

For comments and suggestions on improving this guide, contact CASA Safety Promotion at safety.promotion@casa.gov.au

Disclaimer: This information has been prepared for educational purposes only and was correct at the time of publishing. Always check ERSA, NOTAMs and weather before you fly.

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Parafield procedures overview

Parafield is a Class D aerodrome during TWR HRS, catering for high-density operations. Check the TWR and airspace status with ATC or Parafield ATIS. VMC minimums for Class D airfields are:

- visibility: 5,000 m
- horizontal distance from cloud: 600 m
- vertical distance from cloud: 1,000 ft above and 500 ft below.

Parafield has 2 sets of parallel runways and, by day, simultaneous contra-circuits may be conducted using separate tower frequencies. Operations are regulated independently in each circuit, and you require ATC approval to enter the opposite circuit airspace. Where operations are confined to a single runway, ATC will specify the circuit direction.

Control zone entry and circuit joining instructions from ATC are generally given to you at Outer Harbor and Dam Wall. When arriving at Parafield, you must give sufficient notice to ATC if you are seeking to enter the control zone via other than one of the VFR approach points. You need to have an alternative action plan if clearance is not available.

CAUTION: adjacent civil and military control zones.

Whenever parallel runways are used for simultaneous contra-circuits, the circuit direction must be determined as follows:

- where runway right is nominated, the circuit is right-hand
- where runway left is nominated, the circuit is left-hand.

The circuit altitude is 1,000 ft on Parafield QNH, unless otherwise instructed by ATC or notified on the ATIS.

You must:

- identify any traffic on the opposing base leg and monitor their position while you are turning onto final
- not overshoot the extended centreline when turning final
- not drift off the extended runway centreline once established on final
- not drift from the extended centreline when upwind.

Parafield aerodrome hosts emergency services aircraft, charter companies, plus fixed-wing (both GA and RAAus) and rotary-wing flying schools. Their aircraft regularly conduct touch-and-go circuits, as well as flights to the western training area; this can make the airspace congested.

Parachute operations around Adelaide

Parachute operations are conducted at a number of airfields and other areas surrounding Adelaide; these can include landings into wineries such as the Southern Vales and Barossa or beach locations.

When transiting or operating within the Parafield training areas, it is imperative that pilots are familiar with the Lower Light drop zone and remain well clear of the airfield as shown on aeronautical charts.

Parafield aerodrome

Aldinga procedures overview

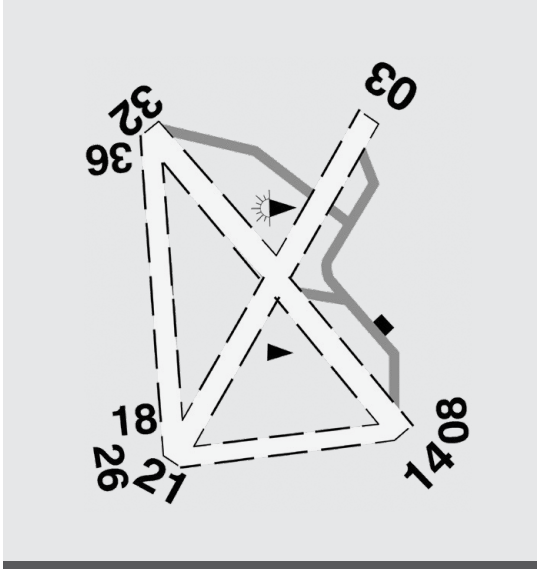
Aldinga aerodrome is a privately owned and operated airfield located to the south of Adelaide and can be a busy airfield particularly on weekends. Aldinga has 2 established flying schools catering for RAAus and advanced training, a maintenance facility which caters for many local and interstate clients, along with a helicopter operator and numerous privately hangared aircraft.

Parachute aircraft operate from Aldinga and conduct drops at various locations including nearby vineyards and coastal areas.

Aldinga can be used by firefighting aircraft during the summer months.

It has strict noise abatement procedures, which should be adhered to when planning operations there.

The aerodrome is situated below the Adelaide control area steps and you should consider gaining an airways clearance early, particularly if the performance of your aircraft may result in inadvertent entry into Class C airspace.




Aldinga aerodrome


Approaching Aldinga looking south-east

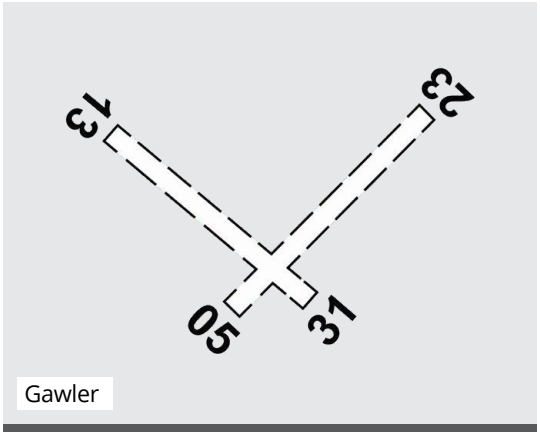
Gawler/Barossa procedures overview

Gawler aerodrome is located to the north of Adelaide and is a gliding and RAAus airfield. Gawler shares an airspace boundary with the Edinburgh (EDN) military control zone and it is possible to inadvertently enter the zone when conducting circuits.

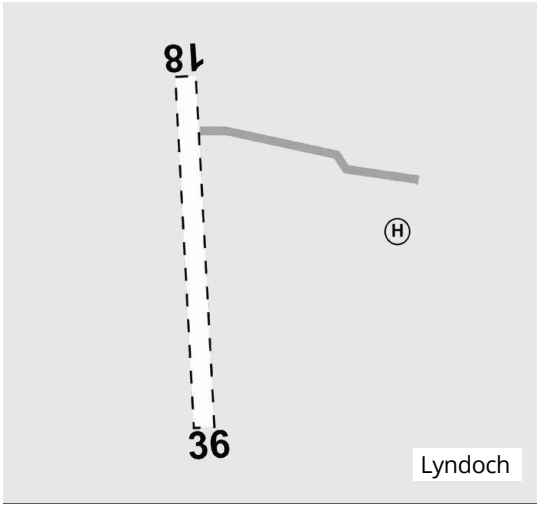
Multiple tug glider launches are conducted throughout the week, with the majority being on weekends.

Pilots should familiarise themselves with the location of Gawler Dam as this is regularly used as an inbound reporting point to Gawler aerodrome.

When operating in the Barossa Valley, be aware there are numerous aerodromes in the vicinity. Helicopter scenic flights are conducted on a regular basis from Lyndoch but may also involve landing at wineries not indicated on aeronautical charts.



Gawler



Lyndoch


The Barossa Reservoir (whispering wall) looking south approaching from Lyndoch

Murray Bridge procedures overview

Murray Bridge is a privately owned and operated aerodrome located to the east of Adelaide; prior permission is required to operate there. Check ERSA for current phone number.

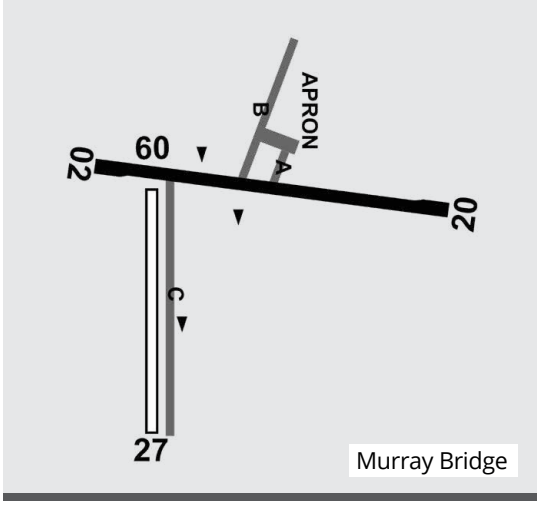
The aerodrome has several flying training organisations catering for RAAus and advanced pilot training.

Murray Bridge has a dedicated 'aerobatic box' above the airfield; it is imperative pilots are familiar with its location and the procedures used when it is active.

Murray Bridge shares the CTAF with Rollos and Callington aerodromes.

Parachute operations can take place at Rollos aerodrome. Gyrocopters fly circuits at 500 ft.

Pilots are reminded of the Murray Bridge Defence reserve R290 A and B to the east of YMBD.



Murray Bridge


Murray Bridge aerodrome looking south-west


Murray Bridge aerodrome looking south-east towards Murray Bridge township


Rollos aerodrome looking north-east

General military information

Conditional RA (Restricted Area) status

The status of restricted areas (RAs) appears in the DAH and ERSA and is presented in a table on the VTC/VNC. This status indicates which types of restricted airspace it is possible to get a clearance through. NOTAMS are issued to list activation times and levels for military restricted airspace and MUST ALWAYS be consulted before flights through these areas, to avoid airspace infringements.

Several restricted military areas are adjacent to Parafield. Military airspace is activated by NOTAM and may become active at short notice. Check the status prior to going flying using the following codes and, if in doubt while airborne, check with ATC on the frequency you are on.

RA conditional status legend

RA1: Pilots may flight plan through the RA and, under normal circumstances, expect a clearance from ATC.

RA2: Pilots must not flight plan through the RA unless on a route specified in ERSA GEN FPR or by agreement with the Department of Defence. However, a clearance from ATC is not assured. Other tracking may be offered through the RA on a tactical basis.

RA3: Pilots must not flight plan through the RA and clearances will not be available.

Military airspace

Edinburgh

The Edinburgh military control zone (EDN CTR) adjoins the northern boundary of Parafield Class D airspace. Typical aircraft operating within the CTR include military helicopters, maritime patrol, military fast jets and large transport aircraft (CAUTION: wake turbulence).

Operations commonly include test flights which involve abnormal flight patterns and abrupt manoeuvres so you need to be cautious, due to the unpredictable nature of these operations.

Activation and deactivation of EDN CTR and associated restricted airspace can vary, so check NOTAMS (EDX on NAIPS for Edinburgh Airspace NOTAMs). As the airspace can be activated at short notice, contact Adelaide Approach 118.2 for status (or check Edinburgh ATIS Tel: 08 8150 3805).

Airspace infringements commonly occur on the southern side of the military airspace and its associated restricted areas, EDN CTR, R265A and R234. The boundary between the Parafield control zone (Class D airspace) and the Edinburgh military control zone is clearly defined by the course of the Little Para River south-west of the GM plant.

As you track outbound to the Parafield training areas/transit area, you MUST remain south of the Bolivar strobe light and west of St Kilda, to remain outside military controlled airspace.

CAUTION: The Bolivar strobe light is in close proximity to the EDN CTR boundary and military aircraft may be encountered in this vicinity. From Globe Derby trotting track, remain coastal over water to St Kilda to ensure clearance from R234. A small round lake to the immediate south-east of the Bolivar strobe is often easier to see than the strobe.

North of St Kilda, track coastal over land to ensure clearance from R265A, R234 and the EDN CTR.

CAUTION: Port Wakefield Road is inside the EDN CTR until north of Light River and is not a suitable reference for use in remaining clear of this military airspace.

Bolivar strobe looking north

Bolivar Strobe © Helistar

Airspace infringement: Hotspots – Edinburgh

1. Airspace infringement hotspot – Avon-Owen-Tarlee-Kapunda

When R234 is active, use the line Avon-Owen-Tarlee-Kapunda as a reference for climb above 1,500 ft northbound or be established at or below 1,500 ft southbound.

2. Airspace infringement hotspot – R265B

If transiting from the north and R265B is active, lower limit is 3,500 ft.

3. Airspace infringement hotspot – Edinburgh CTR & associated Restricted Areas

R265A covers the whole area from 4,500 ft and above to NOTAMed FL. Beneath R265A are:

- EDN CTR (SFC – 1,500 ft)
- R255 (SFC– 1,500 ft)
- R234 (1,500 ft – 4,500 ft)
- R233A (SFC–2,500 ft)

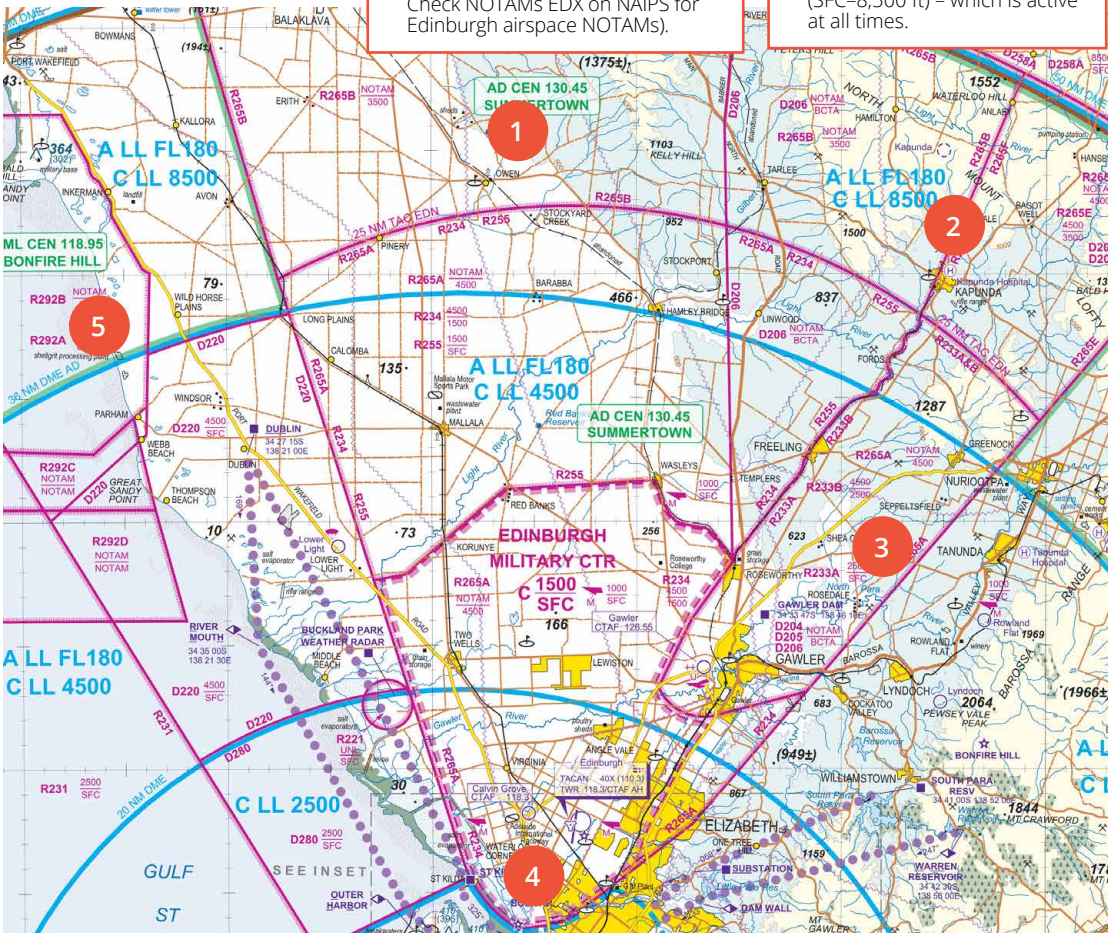
R233B (2,500 ft–4,500 ft) will often be activated by the NOTAM for R265A. The Edinburgh CTR and R234 are usually active weekdays by NOTAM. R233A and R255, although less often, may also be active by NOTAM. CAUTION: The Edinburgh restricted areas and Edinburgh CTR may also be activated on weekends to facilitate military arrivals/departures. Check NOTAMs EDX on NAIPS for Edinburgh airspace NOTAMs).

4. Airspace infringement hotspot – Parafield westbound

Track south of the Bolivar strobe to avoid cutting the corner and infringing the EDN CTR. Establish yourself past St Kilda before climbing above 1,000 ft.

5. Airspace infringement hotspot – R292A Port Wakefield

North of a line from Webb Beach to Wild Horse Plains township, stay east of the Princes Highway (Port Wakefield Rd) to avoid the Army firing range – R292A (SFC–8,500 ft) – which is active at all times.



Airspace infringement hotspots – Adelaide

1. Airspace infringement hotspot

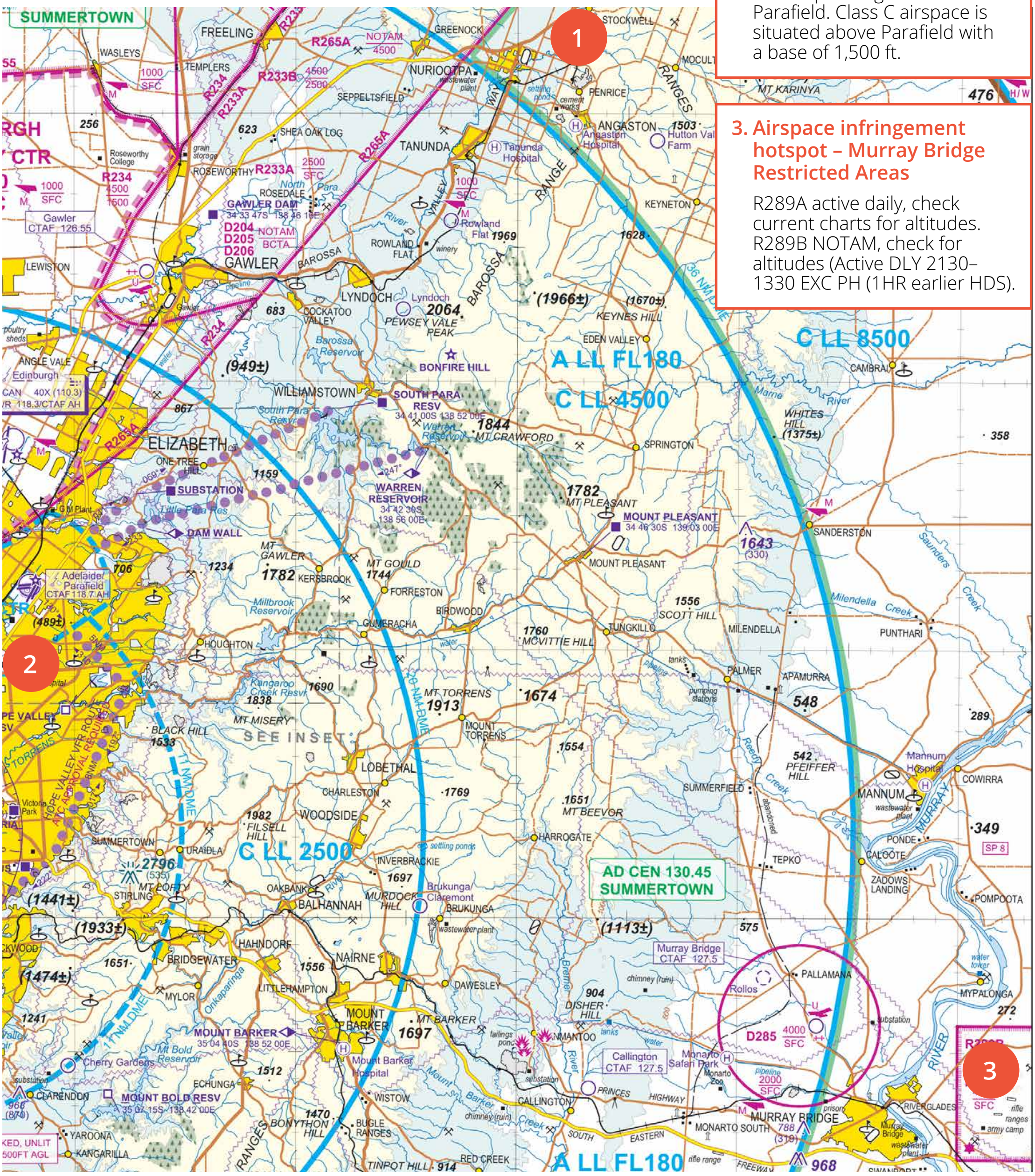
CAUTION: The overlying Class C CTA steps do not align with boundaries of the Restricted Areas.

2. Airspace infringement hotspot – Parafield eastbound

Due to the proximity of Edinburgh and Adelaide, accurate tracking is essential when operating to and from Parafield. Class C airspace is situated above Parafield with a base of 1,500 ft.

3. Airspace infringement hotspot – Murray Bridge Restricted Areas

R289A active daily, check current charts for altitudes. R289B NOTAM, check for altitudes (Active DLY 2130–1330 EXC PH (1HR earlier HDS).



Parafield ground operations

Parafield aerodrome

Parafield is a general aviation aerodrome operating to Class D control zone procedures. You must not enter the Parafield control zone (CTR) until Parafield Tower has responded to your report, which must include your position, level, intentions (inbound) and receipt of the ATIS.

The ATC response may simply be your call sign which indicates you are cleared via your stated intentions, or you may be given a more specific instruction (clearance) statement.

If you don't understand or cannot comply, advise ATC as soon as you can.

Pilots unsure of the procedures should advise ATC on first contact using the phrase 'unfamiliar with Parafield'.

Exercise caution at the known runway incursion hotspots as illustrated opposite and on all runways.

Clearance is required to cross undershoots of RWYs 26L and 26R as well as overshoots of RWYs 08L and 08R on TWY B and to cross RWY 26R/RWY 08L at TWY J3 & H6 and RWY 26L/RWY 08R at TWY H5 and G at all times when the tower is active.

Check visually before crossing when CTAF procedures are in place.

Hold point 26 undershoot taxiway B Hotspot

Parafield helicopter operations

Helicopter operations follow the same procedures as fixed-wing traffic for CTR departures and arrivals. On initial contact with Parafield Tower or Ground, pilots shall nominate the helicopter landing site (HLS) they wish to use. However tracks and altitudes may vary depending on traffic.

HLS departures and arrivals must be parallel to the duty runway unless otherwise specified by ATC.

Pilots shall advise completion of operations on the Tower frequency 118.7 when vacating the western HLS (pad west). Arrivals on pad east are to vacate the pad with minimum delay when runway 03/21 is in operation. Contact Ground after vacating.

Southern grass is the area contained by a line 60 m west of TWY B and 60 m south of RWY 08R/26L flight strip extended to the perimeter fence to the south and west (caution needs to be exercised due NDB hut and MET compound). CAUTION: This area can be accessed by vehicles without ATC clearances. Refer to ERSA for specific circuit procedures.

Helipad east

Helipad west

Operations on the aerodrome

Apron area – no taxi clearance required. Monitor Ground on 119.9 MHz.

Taxiway – taxi clearance from Ground required before entering this area.

Runway – specific clearance required from ATC before entering this area.

Definitions

Apron area	A defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fueling, parking or maintenance.
Taxiway	A defined path established for the taxing of aircraft and intended to provide a link between one part of the aerodrome and another.
Runway	A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Ground operations

Parafield hold point 26 looking north

Key areas when planning to navigate around an aerodrome are:

- study the layout, paying particular attention to complex intersections and RWY incursion hotspots in ERSA
- anticipate your taxi route to and from the RWY in use based on information from the ATIS, NOTAMs, ERSA, recent experience and the aerodrome chart
- have the aerodrome chart or diagram readily available to use during the planning phase and while taxiing
- check the route on which you are taxiing against the chart or ERSA and again, pay special attention to complex intersections
- continually scan for conflicting traffic and holding point markings
- confirm your assigned route if you are in doubt about the taxi instructions received from a controller.

A specific clearance is required to enter, backtrack, line-up on, cross or take-off from a runway. When taxiing, ensure you have received a specific clearance to cross any runway on your taxi route.

The clearance will include your callsign and the words 'CROSS RWY XX'. An ATC clearance to line-up does not authorise the pilot to backtrack on the runway.

While taxiing, the use of standard operating procedures and your radio will increase the safety of operations. This includes following instructions from ATC, confirming your understanding of ATC instructions by ensuring correct readbacks, maintaining situational awareness, using all resources available and ensuring effective pilot/controller communication practices. At the holding point, ensure your 'ready' call is on the correct frequency.

Using non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm you have understood your clearance.

The principle of good communication is to effectively articulate:

- who you are
- where you are
- what you want.

When landing, runway confusion can be avoided by:

- paying careful attention to runways in clearances
- always reading back an assigned runway in full
- taking sufficient time during the approach briefing to determine how positive runway identification will be achieved, particularly if using a non-precision, circling or visual approach
- visually identifying the correct runway before entering or landing on it, depending on weather conditions
- distinguishing between runway lighting and taxiway lighting, which are coloured differently.

Radio use – Requesting taxi clearance Parafield

Note: Start clearance required on SMC frequency 119.9 for circuit operations. Circuit operations during tower hours require booking at sa.bookawk.com

ATIS available on frequency 120.9 or 416 (TWR Hrs Only)

Parafield Terminal Information _____ **Runway** _____ **Wind**_____

X-Wind_____ **Visibility**_____ **Cloud**_____**Temperature** _____

QNH _____

Parafield Ground Freq 119.9

Parafield Ground,

_____

(*Aircraft type & callsign*), _____

(_____ (*Dual / Solo if applicable*))

Received _____ (*ATIS*),

at _____ (*Location on airfield eg, Northern Apron*), for western training area/St Kilda departure/substation departure.

Request taxi.

read back

Cleared to taxi, run up bay/runway

_____ **via Taxiway**

_____ (*Taxi route Details*), **Cross / Hold at**

_____ (*Holding point instructions*), _____ (*Callsign*).

Pilots departing directly into AD CTR must request airways clearance from Parafield Ground on 119.9.

Pilots not departing directly into CTA shall include 'For [SUB/SKI] departure' with the ready call.

Parafield tower

Radio use – Holding points and take-off clearance

Ground FREQ 119.9

Parafield Ground,_____

(*Aircraft callsign*),_____

at _____(*location on airfield*).

Request cross holding point

_____

(holding point identifier)

read back

Cross /Hold holding point

_____ (*Holding point identifier*)._____ (Callsign).

Tower FREQ 118.7/124.6

Parafield Tower, _____

(*Aircraft callsign*),_____ **Ready**

Holding point/runway_____

(*e.g holding point B1, runway 03)*

For departure _____ (substation/ St Kilda/western training area)

read back

Cleared for take-off runway

_____ (*runway identifier*),_____ **(left/right turn, maintain runway heading/upwind)**

_____(*Callsign*).

The following components of an ATC transmission require accurate readback:

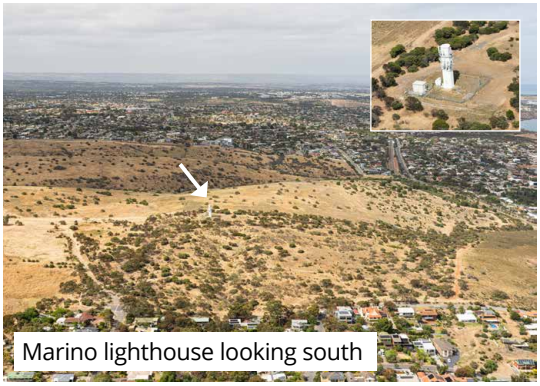
1. an ATC route clearance in its entirety, and any amendments
2. en route holding instructions
3. any route and holding point specified in a taxi clearance
4. any clearances, conditional clearances or instructions to hold short of, enter, land on, line-up on, wait, take-off from, cross, taxi or backtrack on any runway
5. any approach clearance
6. assigned runway, altimeter settings directed to specific aircraft, radio and radio navigation aid frequency instructions
7. SSR codes, data link logon codes
8. level instructions, direction of turn, heading and speed instructions.

Departure and tracking – south

Aircraft tracking to the south through AD CTR should plan either coastal via OHB-PNL or via the Hope Valley VFR route.

Approaching Outer Harbor looking south

Brighton Jetty looking south



Marino lighthouse looking south

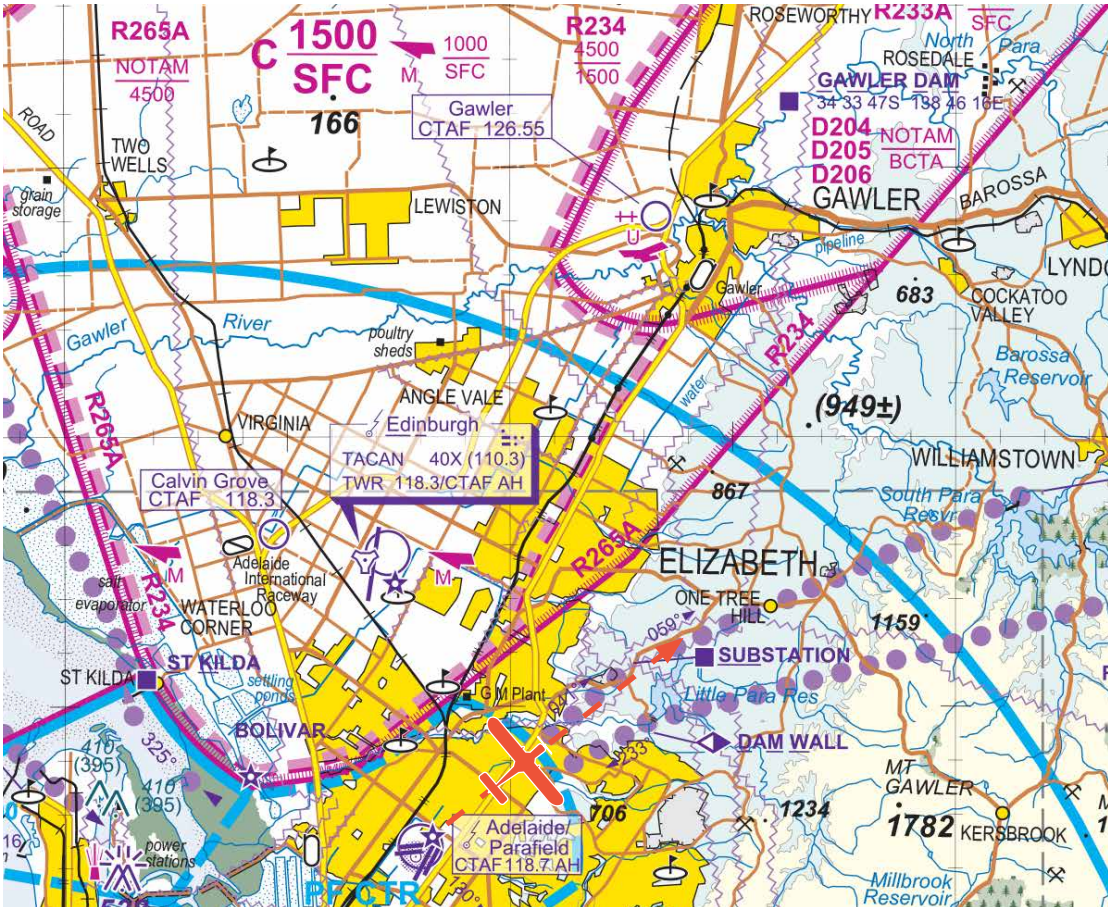
Desalination plant (Port Stanvac) looking north

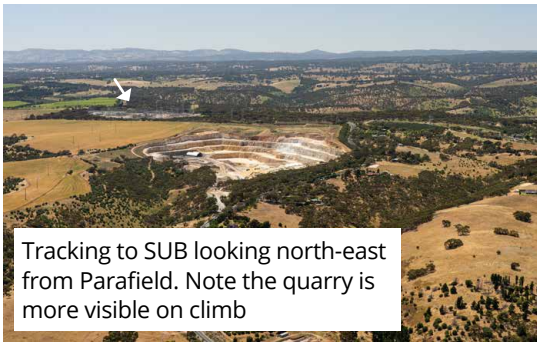
Port Noarlunga

Departure and tracking – north-east

Aircraft tracking to the north-east for the substation (SUB) departure shall remain outside controlled airspace. Track as directed by ATC depending on runway used. Check ERSA for details.

When clear of traffic and north of Parafield, climb to 1,500 ft unless otherwise directed. Unless otherwise advised, change, to Adelaide Centre 130.45 at SUB.



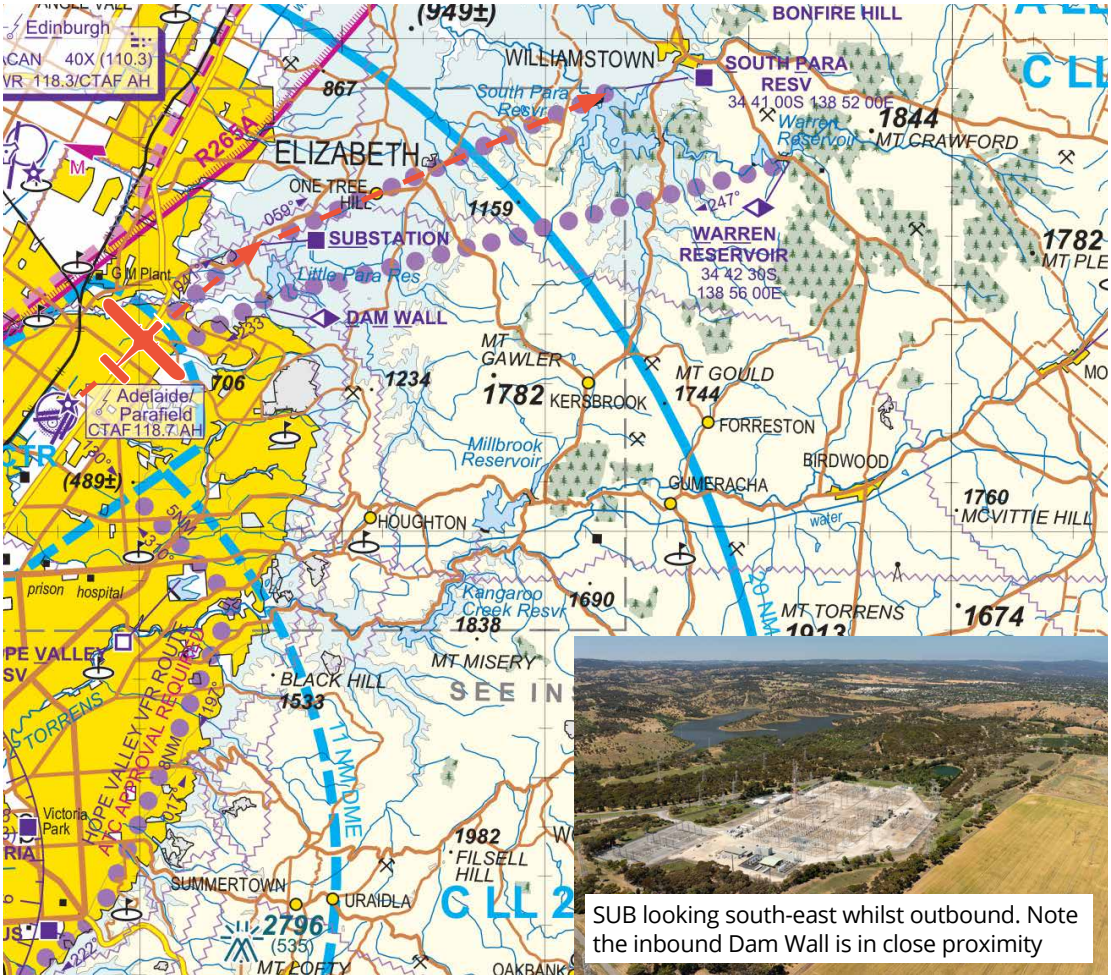


Tracking to SUB looking north-east from Parafield. Note the quarry is more visible on climb

SUB station looking north-east towards South Para reservoir

Departure and tracking – east

Aircraft departing to the east into Class G shall transit via SUB then SPR; remain clear of the inbound WRR to DMW track.



SUB looking south-east whilst outbound. Note the inbound Dam Wall is in close proximity

South Para reservoir looking east

South Para reservoir looking south-east

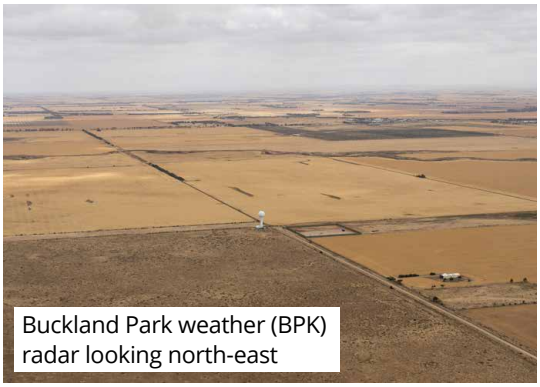
Departure and tracking – north-west

Aircraft departing to the north-west via St Kilda (SKI) departure shall climb and maintain 1,000 ft to SKI and remain south of Bolivar Strobe. CAUTION: opposite direction helicopter traffic at 500 ft. Unless otherwise advised, change to Adelaide Centre 130.45 at SKI. CAUTION: Bird Hazard exists.

Departure Parafield heading west towards St Kilda

Bolivar Strobe looking north

Abeam St Kilda outbound looking north-east

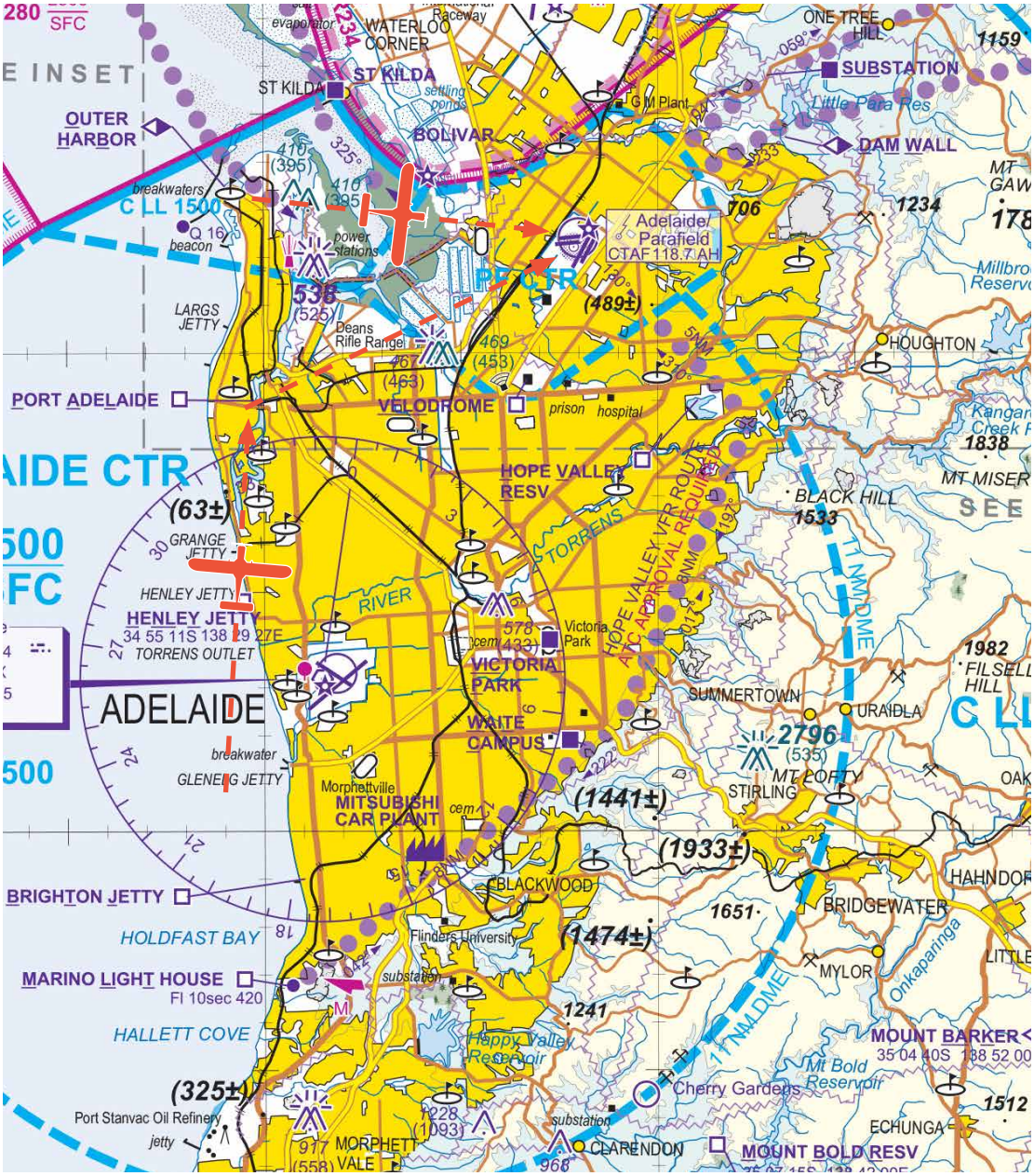


Buckland Park weather (BPK) radar looking north-east

Arrivals and tracking – from the south

Tracking from the south can be via coastal route Outer Harbor (OHB) (see tracking to YPPF via Class G). CAUTION: aircraft approaching from the west overwater or opposite direction traffic.

ATC may sequence aircraft into Parafield via Port Adelaide (PAL). Parafield Tower will provide tracking instructions and traffic.



Port Adelaide looking north towards Parafield

Outer Harbor

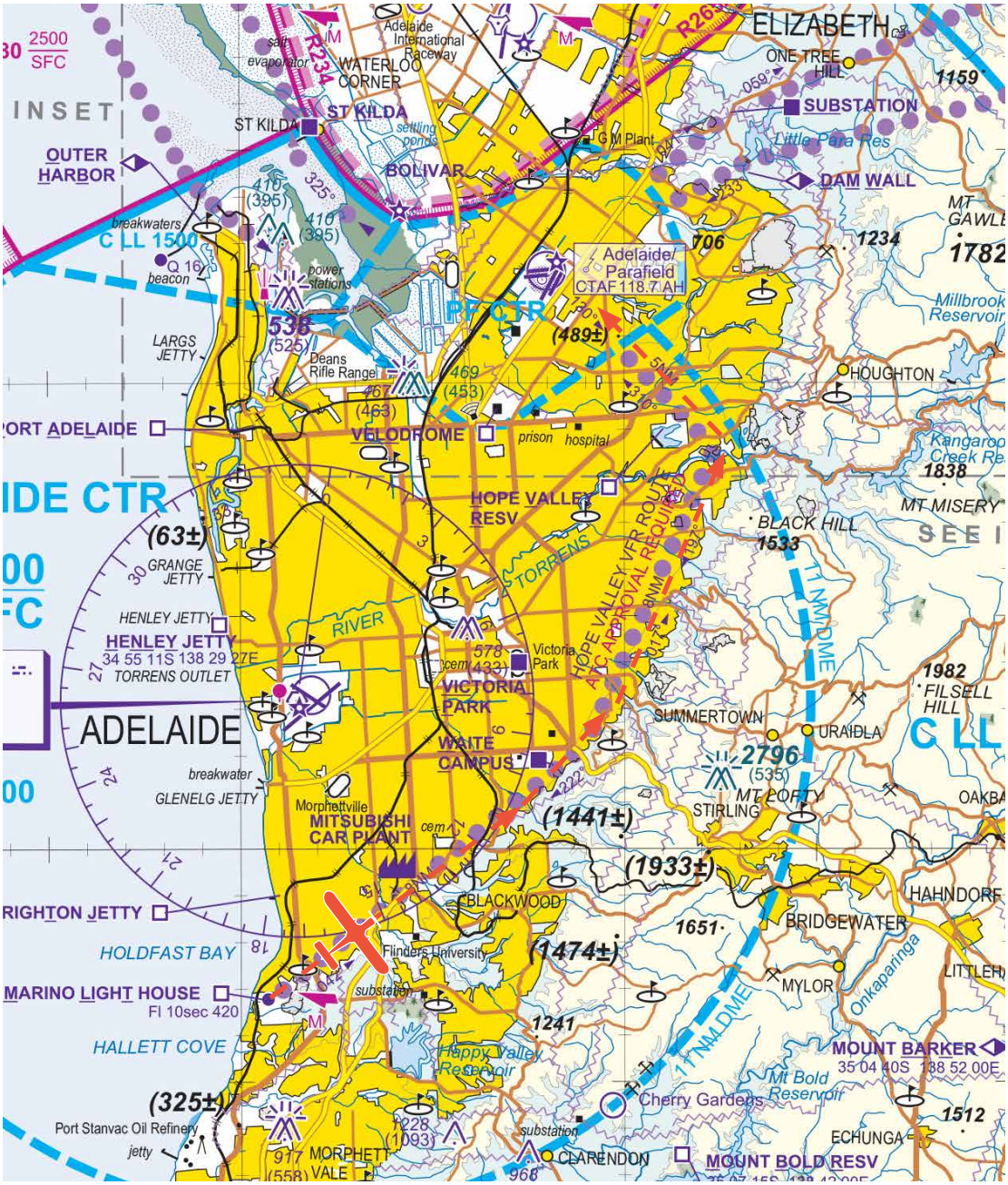
Bolivar Strobe to the left with Parafield in the distance © Helistar

Outer Harbor to Parafield salt pans to the right

Parafield looking east

Arrivals and tracking – via Hope Valley

Aircraft tracking to YPPF from the south should plan to track via the Hope Valley VFR route. This route is used to expedite traffic through the AD CTR by minimising traffic conflicts between aircraft arriving and departing Adelaide Airport.



Marino Lighthouse

Mitsubishi car plant looking west

Waite Campus

Hope Valley reservoir looking north-west

Arrivals and tracking – from the north-west via Class G

Aircraft inbound from the training area or Class G shall track via Outer Harbor (OHB) at 1,500 ft.

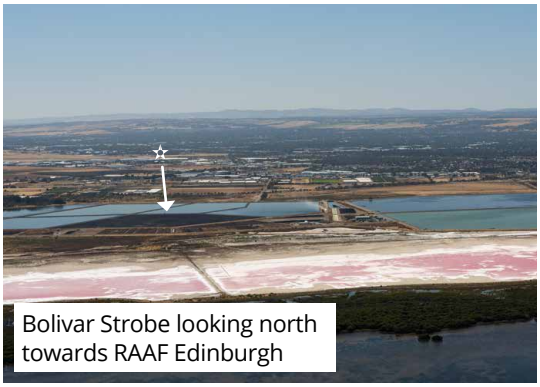
CAUTION: aircraft approaching from the south coastal route. Report to Parafield tower TYPE-CALLSIGN-POSITION-ALTITUDE-INTENTIONS-ATIS. Identify the Bolivar strobe, remain well south of the strobe to avoid RAAF Edinburgh restricted airspace. Track as directed and maintain 1,500 ft until given 'visual approach'.

CAUTION: Multiple power stations near the container terminal to the NW of Torrens Island emit a continuous plume of high-temperature and high-velocity gas. Remain clear at all times.

Tracking from the west inbound to YPPF, ATC (Adelaide Approach) may vector you via Port Adelaide (PAL) to avoid potential conflicts at OHB. In this case or tracking from the south via PAL, the inbound call format is the same.

Inbound to Outer Harbor from the north-west training areas

Inbound to Outer Harbor



Bolivar Strobe looking north towards RAAF Edinburgh

Outer Harbor to Parafield tracking east looking south

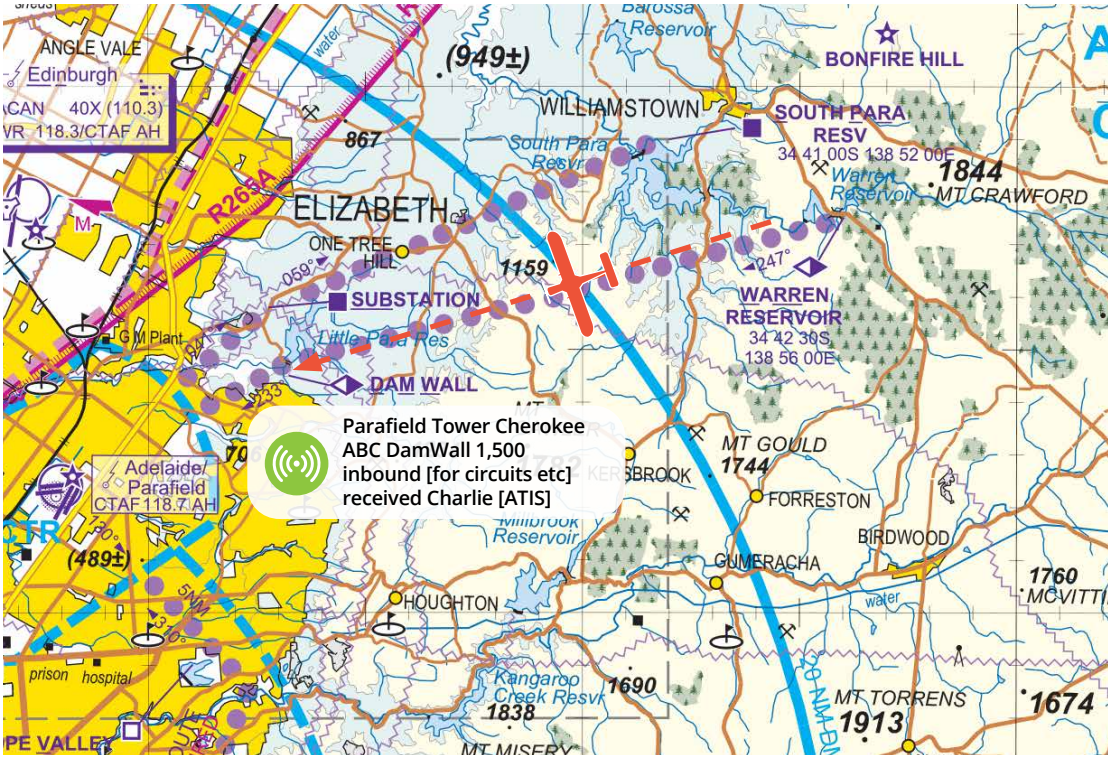
Approaching circuit Parafield looking south

Parafield circuit looking east

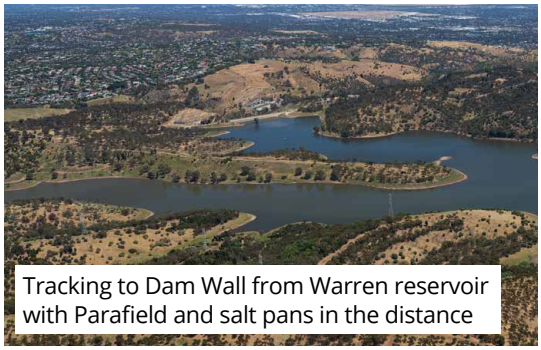
Arrivals and tracking – from the north-east

Aircraft inbound from the north-east shall track from Warren Reservoir (WRR) to Dam Wall (DMW), taking care to avoid Class C airspace overlaying the route at 2,500 ft. AMSL. Be aware that traffic inbound to Adelaide and Edinburgh airports overfly this track. Prior to DMW, obtain the PF ATIS on 120.9 or 416. At DMW, contact PF TWR on the frequency nominated on the ATIS, maintaining 1,500 ft AMSL. The inbound report should include: TYPE-CALLSIGN-POSITION-ALTITUDE-INTENTIONS-ATIS for your arrival at Parafield.

In most cases following your DMW report, ATC will provide circuit joining instructions and an altitude requirement (normally 1,500 ft). In this case, you must maintain 1,500 ft until cleared for a 'visual approach'. You are required to read back any ATC clearance or instruction.



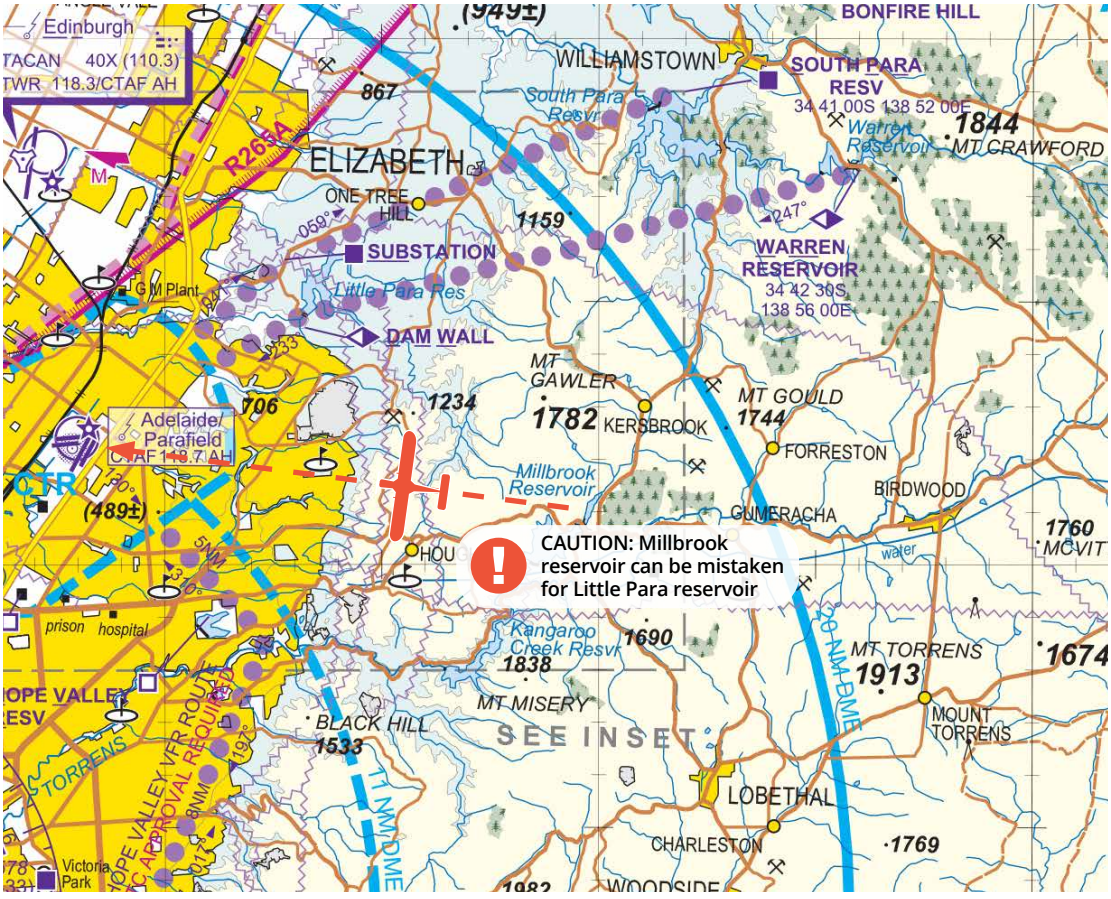
Warren reservoir before turning south towards Dam Wall



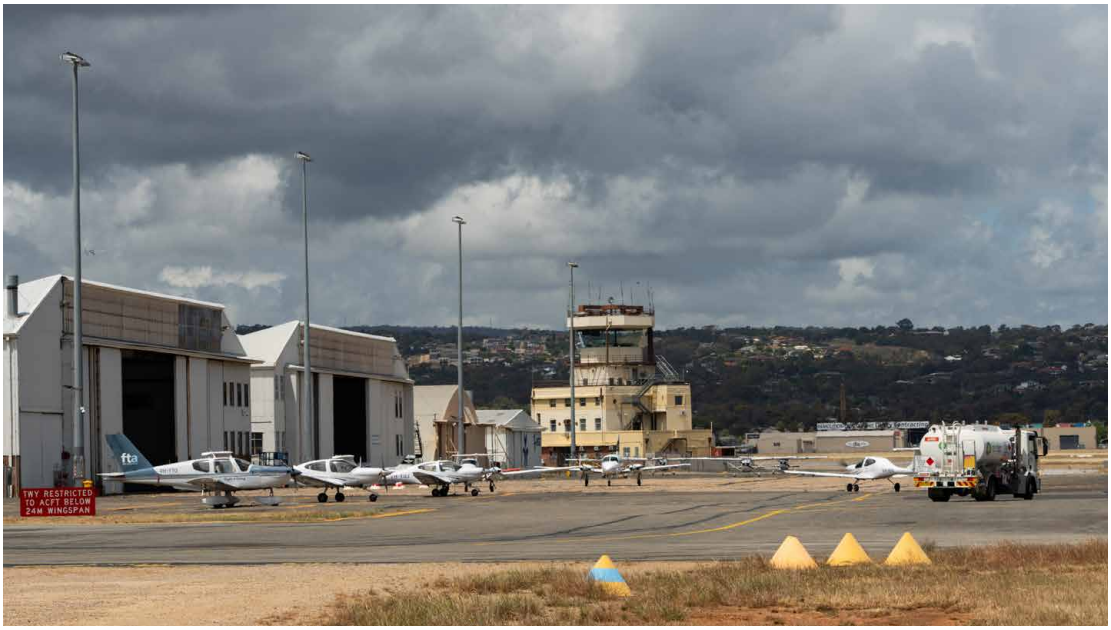
Tracking to Dam Wall from Warren reservoir with Parafield and salt pans in the distance

Arrivals and tracking – from the east

Tracking via the VFR approach points is preferred but not essential if tracking towards Parafield from due east. In this case pilots should be aware of the CTA steps and, if proceeding OCTA, provide an accurate position report to Parafield Tower so they can sequence your arrival into the circuit; this may involve overflying for the adjacent runway. Be prepared for a frequency change if you are sequenced this way.



Weather



Adelaide experiences a diverse range of weather conditions, with the best flying days occurring in autumn but with aviation hazards in all seasons.

Winds: An afternoon south-westerly sea breeze is a regular feature during summer. Typically, a west-south-westerly sea breeze will arrive in the late morning, slowly turning south-south-westerly during the late afternoon, then south-easterly by the evening.

Thunderstorms: These can occur in any month but are slightly more common in summer and spring. While thunderstorms can form on the Adelaide Plain, they are more likely to form to the north-west before being steered towards Adelaide. Severe thunderstorms with large hail, heavy rain and damaging wind gusts are likely to form in this way, before rapidly intensifying over the warm Spencer and St Vincent Gulf waters and bearing down on Adelaide.

In cooler months, thunderstorms are usually associated with the passage of cold fronts. This type is often smaller than summer storms, but wind gusts can be as strong, with possible short-lived tornadoes. colloquially called ‘coldies’.

Typically, thunderstorms will reach the eastern districts of South Australia (east of the Mount Lofty Ranges) the day before, and this can act as a ‘heads ‘up’ for thunderstorms at Adelaide.

Another type of thunderstorm that can occur year-round is the mid-level thunderstorm. These form due to the passage of mid- to upper-level troughs and the presence of mid-level wind convergence and are usually less hazardous, with wind gusts and rainfall often not reaching the ground (virga).

Turbulence and wind shear: Gully winds, most often observed on summer nights, typically occur when a high-pressure system centered south of Adelaide takes hold quickly after a cool change. These can produce significant turbulence at Adelaide Airport. Strong easterly winds coming over the Mount Lofty Ranges, exacerbated by the cooler air accelerating down the western slopes of the ranges, can produce damaging winds and turbulence about the foothills, particularly in the eastern suburbs; this can also extend to the Adelaide CBD or even Adelaide Airport, sometimes resulting in a low-level rotor – a localised violent overturning of the atmosphere – resulting in severe turbulence.

On the eastern side of the ranges, particularly in winter, strong westerly winds and associated turbulence and mountain waves are very common, impacting flight paths approaching from the east. Strong westerly winds can often produce low-level wind shear, particularly on cool winter mornings when a north-easterly katabatic (drainage) flow has formed at the surface.

Low-level wind shear at Adelaide Airport happens most often during early mornings when vigorous low-level north-westerly winds are struggling to reach the surface because of an inversion forming. In these cases, the surface winds are usually observed at about 15 knots from the north-west and produce significant vertical wind shear.

Low cloud: The greatest risk of broken low cloud occurs overnight and in the early morning through a process known as topographic blocking. The prevailing wind is blocked by the topography, in this case the Mount Lofty Ranges. This typically occurs in a light north-westerly flow that does not have enough momentum to lift over the ranges.

Conditions can go from CAVOK to BKN005 in a matter of minutes, potentially lasting into the early afternoon. Broken low cloud at Edinburgh and Parafield Airports can sometimes act as precursors to low cloud at Adelaide Airport.

Fog: Adelaide Airport averages about 4 or 5 fogs a year, predominantly in winter, although rare cases have been recorded in December. When there is low-level moisture (for example, after showers the day before) with calm wind conditions and clear skies overnight (for example, the quick establishment of a high-pressure system), radiation fog is a high risk.

Another scenario includes moisture banking up against the Mount Lofty Ranges, such that low stratus forms and then lowers to the surface, resulting in fog.

Precipitation: In a north-westerly synoptic flow, showers and rain are usually heavier, and usually associated with more significant visibility reductions and lower cloud bases.

However, in a south-westerly flow, the showers tend to be less problematic for aviation because of the colder and drier air. Showers just after a significant cold front can still 'pack a punch'; the showers in the cold pools of air trailing these fronts (usually lasting less than a day) often produce small hail and strong wind gusts.

Radio use at CTAFs (when YPPF Tower is closed – AFRU 118.7)

Calls recommended ALL the time

Situation	Example broadcast
1. Before take-off or during taxi	Parafield traffic, C172, ZTQ taxiing runway 03R for Murray Bridge, Parafield
2. Inbound at least 10 nm from the aerodrome or further for high performance aircraft or busy aerodromes	Murray Bridge traffic, C172, ZTQ one zero miles north inbound 1,500, estimating circuit at two five, Murray Bridge
3. Overflying or in the vicinity of Parafield outside tower hours, but not landing, or further for high performance aircraft	Parafield traffic, C172, ZTQ one zero miles south 1,500, overflying, estimating overhead two five, Parafield.

Calls when there is OTHER TRAFFIC

Situation	Example broadcast
4. Entering a runway	Parafield traffic, C172, ZTQ lining up 21R, Parafield.
5. Joining the circuit	Parafield traffic, C172, ZTQ joining downwind, runway 21R, Parafield
6. Making a straight-in approach, not less than 3 nm from the touchdown threshold*	Parafield traffic, C172, ZTQ joining 3 nm final, straight-in approach runway 21R, Parafield.
7. Joining on base leg	Parafield traffic, C172, ZTQ joining base, runway 03L, Parafield
8. During an instrument approach, either when established at the final approach fix or when commencing the missed approach	Parafield traffic, C172, ZTQ conducting missed approach, runway 21, tracking to the south-east, climbing to 2,000, Parafield
9. Once clear of the active runway(s)	Parafield traffic, C172, ZTQ clear of runway 21, Parafield

* Pilots should be aware that a GNSS indication of 3 nm from an aerodrome may not be 3 nm to the runway threshold.

Frequencies	
Parafield ground	**119.9**
Parafield tower	**118.7 or 124.6**
ATIS	**120.9 or 416**
Adelaide Approach	**118.2 or 124.2**
Adelaide Tower	**120.5**

Parafield tower	**08 8258 1149**
AWIS	**08 8150 3813**
CENSAR	**1800 814 931**

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